

DEPARTMENT OF TRANSPORTATION

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DOCKET SECTION

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To Whom It May Concern:

Ref: Docket No. 98-4124, Notice 1.

I have read that due to complaints about the intensity of daytime running lights, the above proposal would impliment a lowering of the intensity over a 4 year period.

I agree that many DRLs are too bright, especially those on Cavaliers and Saturns. I've experienced people behind me switching from DRLs to regular lights at dusk and found the regular lights to have less glare than the DRLs.

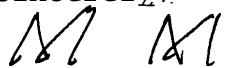
While I support the above proposal, I wonder why must it take 4 years to get some relief from this problem. Just require a lower wattage bulb IMMEDIATELY, and require that the DRLs be subject to the same aiming laws as are in effect for regular lights. To take four years to go through the change is ridiculous!

While on the subject of lights, I'd like to give my thoughts on what I see as the current situation. I've been driving for almost 50 years, and a car enthusiast for longer than that, and believe I've experienced and studied car lighting systems for most of that time. I've owned and driven cars with Lucas driving and fog lights, Cibie Z-beams, Hellas, and others. I've had cars with OEM fog lamps that were wired to be off when the high beams were on (as they should be). A majority of my cars were equipped with the required (at the time) 7 inch round headlights.

All things considered, the Z-beams were the best. While the 7 inch rounds did an OK job at an economical price, I think car lighting has taken giant steps BACKWARDS for the last decade or so. Styling has become more important than function, with glare in the oncoming driver's eyes and excessive replacement costs replacing good illumination as the most notable aspect of the lights. Case in point, the poor lights on '93-'94 Chrysler products requiring a recall, and Chrysler literature for '95 ballyhooing a great improvement in lighting for that year. It never should have been bad enough to warrant such an improvement.

While you are at it, can you do anything about the horrible under-bumper lamps now on most high-end ego-trip cars? Most are improperly aimed, too bright, and always on.

Sincerely,


Mark A. Miller